

**NARRATIVE REPORT  
ALBANY COUNTRY CLUB**

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**APPENDIX C**

**TRAFFIC REPORT**

June 9, 2022

Mr. Ivan Zdrahal  
 Zdrahal Associates, PLLC  
 959 NY Route 146  
 Clifton Park, NY 12065

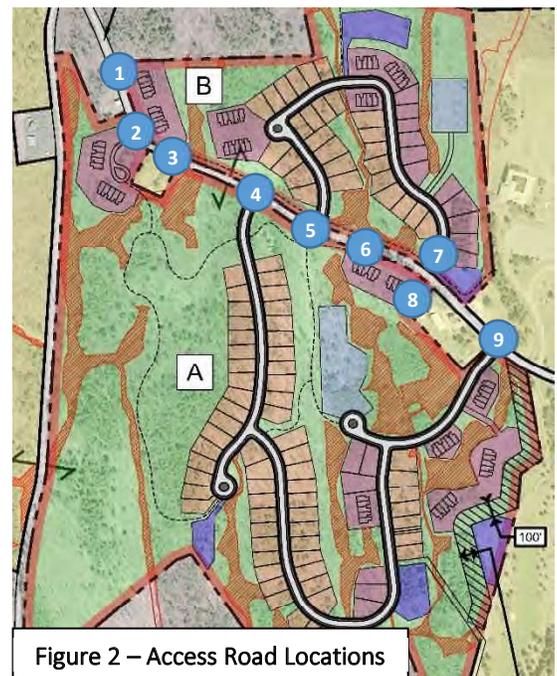
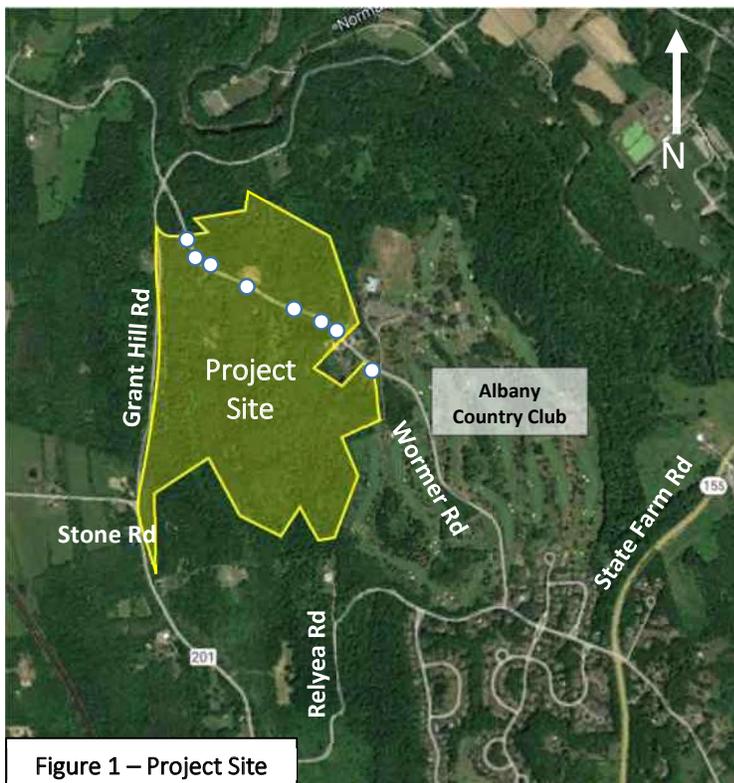
**RE: Trip Generation and Access Assessment, Albany Country Club Subdivision, Town of Guilderland, Village of Voorheesville, Albany County, New York; CM Project 120-226**

Dear Mr. Zdrahal:

Creighton Manning Engineering, LLP (CM) has conducted a *Trip Generation and Access Assessment* for the proposed *Albany Country Club Subdivision* located on both sides of Wormer Road in the Town of Guilderland. This assessment is based on information provided in the “Development Plan” prepared by Ivan Zdrahal Professional Engineering, PLLC, dated March 2022 (see Attachment A).

**1.0 Project Description and Existing Conditions**

The proposed project includes the construction of a residential subdivision including 88 single family homes, 114 townhouses, and 50 multi-family homes for a total of 252 units on both sides of Wormer Road in the Town of Guilderland. Access to the site is provided via nine unsignalized access intersections located on Wormer Road between the *Albany Country Club* driveway and Grant Hill Road. The overall site location is shown on Figure 1; however, the access road intersections on Wormer Road are shown on Figure 2 and are labeled #1 through #9.

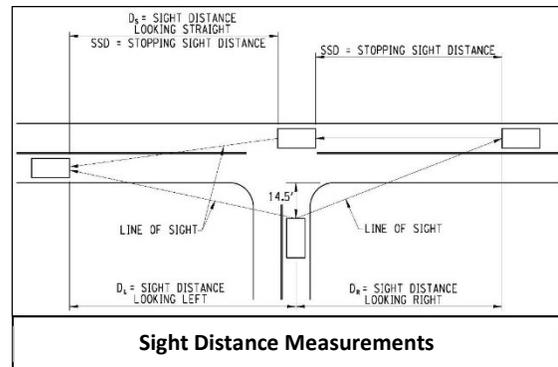


Wormer Road is a two-lane road classified as an urban local road with 10-foot wide travel lanes in each direction and paved shoulders ranging from less than one foot to three feet in the vicinity of the site. Wormer Road generally extends in a north-south direction from Normanskill Road to Ostrander Road in the Town of Guilderland. The posted speed limit near the project site is 30-mph. Land uses along the roadway generally consist of residential homes, vacant land, and the *Albany Country Club*. Creighton Manning collected traffic volume and speed information on Wormer Road approximately 1,600-feet south of Grant Hill Road and approximately 350-feet north of the *Albany Country Club* driveway from Tuesday, April 26, 2022 to Friday, May 6, 2022. The data shows that the two-way traffic volume on Wormer Road adjacent to the site is approximately 385 vehicles per day, with 24 vehicles during the weekday AM peak hour (8:00 to 9:00 a.m.) and 43 vehicles during the weekday PM peak hour (5:00 to 6:00 p.m.). The 85<sup>th</sup> percentile operating speed on Wormer Road near Access Road #1 through Access Road #4 was measured to be approximately 45-mph in the northbound direction and approximately 40-mph in the southbound direction. In addition, the 85<sup>th</sup> percentile operating speed on Wormer Road near Access Road #5 through Access Road #9 was measured to be approximately 40-mph in both directions. The detailed volume and speed data is included under Attachment B.

## 2.0 Sight Distance

A sight distance evaluation was completed at the proposed access road intersections with Wormer Road. Available *intersection* sight distance was measured from the perspective of a passenger car exiting the access roads onto Wormer Road. It was also measured for a passenger car traveling northbound and southbound along Wormer Road looking straight ahead to turn left into the access roads. The available intersection sight distance should provide drivers a sufficient view of the intersecting roadway to allow passenger cars to enter or exit the intersection without excessively slowing vehicles traveling at or near the operating speed on the intersecting mainline.

*Stopping* sight distance was also measured on Wormer Road at the proposed access road locations. Stopping sight distance is the length of the roadway ahead that is visible to the driver. The available stopping sight distance on a roadway should be of sufficient length to enable a vehicle traveling at or near the operating speed to stop before reaching a stationary object in its path. The diagram illustrates these sight distance measurements.



The sight distances measured in the field were compared to the guidelines presented in *A Policy on Geometric Design of Highways and Streets, 2018* published by the American Association of State Highway Transportation Officials (AASHTO) and NYSDOT design guidance (EB 17-007). Access Roads #1 through #4 were measured for the 45-mph travel speed in the northbound direction and the 40-mph travel speed in the southbound direction, while Access Roads #5 through #9 were measured for the 40-mph travel speed in both directions. The results of the sight distance analysis are summarized in Table 1.

Table 1 – Sight Distance Summary (feet)

Intersection		Intersection Sight Distance <sup>1</sup>						Stopping Sight Distance <sup>2</sup>	
		Right-Turn from Access Rd (D <sub>L</sub> )	Crossing Wormer Road		Left-Turn from Access Road		Left-Turn from Wormer Rd (D <sub>s</sub> )	SSD <sub>NB</sub>	SSD <sub>SB</sub>
			Looking Left (D <sub>L</sub> )	Looking Right (D <sub>R</sub> )	Looking Left (D <sub>L</sub> )	Looking Right (D <sub>R</sub> )			
Wormer Road/ Access Road #1	Available	470 (>550)	NA	NA	470 (>550)	360	490	475	335
	Recommended <sup>3</sup>	430	NA	NA	500	445	365	330	275
Wormer Road/ Access Road #2	Available	105 (>600)	NA	NA	105 (>600)	415 (>700)	650	375 (>700)	650
	Recommended <sup>3</sup>	385	NA	NA	445	500	325	330	275
Wormer Road/ Access Road #3	Available	170 (>550)	NA	NA	170 (>550)	260 (>510)	565	535	400 (>500)
	Recommended <sup>3</sup>	430	NA	NA	500	445	365	330	275
Wormer Road/ Access Road #4	Available	100 [>700]	NA	NA	100 [>700]	225 [>600]	695	560	670
	Recommended <sup>4</sup>	385	NA	NA	445	500	325	305	245
Wormer Road/ Access Road #5	Available	645	NA	NA	645	480	580	580	640
	Recommended <sup>5</sup>	385	NA	NA	445	445	325	275	275
Wormer Road/ Access Road #6	Available	665	NA	NA	665	340 (500)	665	430 (470)	640
	Recommended <sup>5</sup>	385	NA	NA	445	445	325	275	275
Wormer Road/ Access Road #7	Available	530	530	505	530	505	670	675	390
	Recommended <sup>5</sup>	385	385	385	445	445	325	275	275
Wormer Road/ Access Road #8	Available	250 (>600)	250 (>600)	410 (>700)	250 (>600)	410 (>700)	420 (>600)	675	390 (>600)
	Recommended <sup>5</sup>	385	385	385	445	445	325	275	275
Wormer Road/ Access Road #9	Available	635	NA	NA	635	630	700	480	680
	Recommended <sup>5</sup>	385	NA	NA	445	445	325	275	275

XXX (XXX) [XXX] = Available Sight Distance (Available Sight Distance with Vegetation Clearing) [Available Sight Distance with Removal of Embankment]  
<sup>1</sup> Intersection sight distance is measured at 14.5 feet back from the travel way at an object height of 3.5 feet and an eye height of 3.5 feet for a vehicle.  
<sup>2</sup> Stopping sight distance measured for a 2-foot object located in the path of northbound and southbound vehicles on Wormer Road  
<sup>3</sup> Sight distance measurements are compared to AASHTO recommended distances for a 40-mph operating speed for passenger vehicles in the southbound direction and a 45-mph operating speed in the northbound direction  
<sup>4</sup> AASHTO recommended distances account for a 40-mph operating speed and an 8% upgrade in the southbound direction and a 45-mph operating speed and a 5% upgrade in the northbound direction  
<sup>5</sup> Sight distance measurements are compared to AASHTO recommended distances for a 40-mph operating speed for passenger vehicles in both directions

- Wormer Road/Access Road #1 – The available intersection sight distance for vehicles turning left into the site from Wormer Road as well as the stopping sight distance for vehicles traveling northbound and southbound on Wormer Road meet AASHTO guidelines for the applicable operating speed. It is noted that available sight distance looking left to make a left or right turn onto Wormer Road is limited by trees located on the east side of the road as shown on Photo #1; however, the assessment indicates that the available sight distance looking left will meet all AASHTO guidelines if this vegetation is removed along the project frontage. In addition, the available sight distance looking right to make a left-turn onto Wormer Road is limited by a vertical curve on Wormer Road north of the Access Road location as shown on Photo #2.

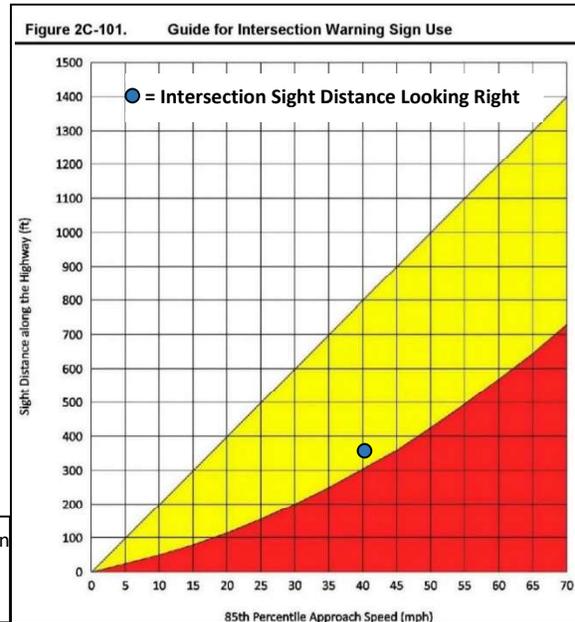


Photo #1 – Access Road #1 Looking Left



Photo #2 – Access Road #1 Looking Right

Figure 2C-101 found in the New York State Supplement (NYS Supplement) to the National Manual for Uniform Traffic Control Devices (NMUTCD) provides guidance for the installation of “Intersection Warning” signs as mitigation for sight distance. A review of Figure 2C-101 (see figure to the right) indicates that the available sight distance looking right at the Access Road #1 is less than desirable, but not critically limited for a 40-mph operating speed. An “Intersection Warning” is not recommended at this location.



Reference: NYS Supplement to the Manual on Uniform Traffic Control Devices for Streets and Highways (2009 Edition), page 119

- Wormer Road/Access Road #2 – The available intersection sight distance for vehicles turning left into the site from Wormer Road as well as the stopping sight distance for vehicles traveling northbound and southbound on Wormer Road meet AASHTO guidelines for the applicable operating speed. It is noted that the available sight distance looking left to make a left or right turn onto Wormer Road is limited by tress located on the west side of the road as shown on Photo #3. In addition, the available sight distance looking right to make a left-turn onto Wormer Road is limited by vegetation located on the east side of the road as shown on Photo #4. The assessment indicates that the available sight distance will meet all AASHTO guidelines if this vegetation is removed along the project frontage.



Photo #3 – Access Road #2 Looking Left



Photo #4 – Access Road #2 Looking Right

- Wormer Road/Access Road #3 – The available intersection sight distance for vehicles turning left into the site from Wormer Road as well as the stopping sight distance for vehicles traveling northbound and southbound on Wormer Road meet AASHTO guidelines for the applicable operating speed. It is noted that available sight distance looking left to make a left or right turn onto Wormer Road and looking right to make a left-turn onto Wormer Road is limited by tress located on the east side of the road as shown on Photo #5 and Photo #6. The assessment indicates that the available sight distance will meet all AASHTO guidelines if this vegetation is removed along the project frontage.



Photo #5 – Access Road #3 Looking Left



Photo #6 – Access Road #3 Looking Right

- Wormer Road/Access Road #4 – The available intersection sight distance for vehicles turning left into the site from Wormer Road as well as the stopping sight distance for vehicles traveling northbound and southbound on Wormer Road meet AASHTO guidelines for the applicable operating speed. It is noted that available sight distance looking left to make a left or right turn onto Wormer Road and the available sight distance looking right to make a left-turn onto Wormer Road is limited by an embankment located along the site frontage as shown on Photo #7 and Photo #8. The assessment indicates that the available sight distance will meet all AASHTO guidelines if the embankment is regraded along the project frontage.



Photo #7 – Access Road #4 Looking Left



Photo #8 – Access Road #4 Looking Right

- Womer Road/Access Road #5 – The available intersection sight distance for vehicles turning left and right from the Access Road and turning left into the site from Wormer Road as well as the stopping sight distance for vehicles traveling northbound and southbound on Wormer Road meet AASHTO guidelines for the applicable operating speed. No mitigation is recommended at this site access location.
- Womer Road/Access Road #6 – The available stopping sight distance for vehicles traveling northbound and southbound on Wormer Road meet AASHTO guidelines for the applicable operating speed. In

addition, the available intersection sight distance looking left to make a left or right turn onto Wormer Road and looking straight in order to make a left-turn from Wormer meet AASHTO guidelines for the applicable operating speed. It is noted that available sight distance looking right to make a left-turn onto Wormer Road is limited by trees located on the west side of the road along the site frontage as shown on Photo #9. The assessment indicates that the available sight distance will meet all AASHTO guidelines if this vegetation is removed along the project frontage.



- Womer Road/Access Road #7 – It is noted that the proposed access road on the east side of the road will need to be constructed at-grade due to existing steep embankments. The sight distance assessment indicates that adequate sight lines are provided looking left and right from the access road for vehicles to turn left and right onto Wormer Road or to cross Wormer Road. In addition, the available intersection sight distance looking straight in order to make a left-turn from Wormer Road as well as the stopping sight distance for vehicles traveling northbound and southbound on Wormer Road meet AASHTO guidelines for the applicable operating speed. No mitigation is required at this site access location; however, it is recommended that vegetation located along the site frontage be cleared in order to maintain sight lines as shown on Photo #10 and Photo #11.



- Womer Road/Access Road #8 – Similar to the access road on the east side of the road, the proposed access road on the west side of the road will also need to be constructed at-grade due to existing steep embankments. The available intersection sight distance for vehicles turning left into the site from Wormer Road as well as the stopping sight distance for vehicles traveling northbound and southbound on Wormer Road meet AASHTO guidelines for the applicable operating speed. It is noted that the available sight distance looking left to make a left or right turn onto Wormer Road and looking right to make a left-turn onto Wormer Road is limited by trees located on the west side of the road as shown on Photo #12 and Photo #13. The assessment indicates that the available sight distance looking left and right will meet all AASHTO guidelines if this vegetation is removed along the project frontage. It is also noted that adequate site lines will also be provided to cross Wormer Road.



- Womer Road/Access Road #9 – The available intersection sight distance for vehicles turning left and right from the Access Road and turning left into the site from Womer Road as well as the stopping sight distance for vehicles traveling northbound and southbound on Womer Road meet AASHTO guidelines for the applicable operating speed. No mitigation is recommended at this site access location.

It is recommended that vegetation along the project frontage near the Access Road intersections be removed in order to maximize sight lines looking left and right for vehicles exiting the roadways. It is also recommended that any site signing be placed a minimum of fifteen feet back from the travel way and that the landscaping plan consider sight lines in order to maintain visibility.

### 3.0 Traffic Assessment

#### Trip Generation

Trip generation determines the quantity of traffic expected to travel to/from a given site. The Institute of Transportation Engineers (ITE) Trip Generation, 11<sup>th</sup> edition, is the industry standard used for estimating trip generation for proposed land uses based on data collected at similar uses. The trip generation for the proposed project is summarized on Table 2 for the AM and PM peak hours and was estimated based on the following ITE Land Use Codes (LUC):

- LUC 210 for Single Family Homes (Detached)
- LUC 215 for Single Family Homes (Attached)
- LUC 220 for Multi-Family Homes (Low-Rise).

**Table 2 – Trip Generation Summary**

Land Use	Size (units)	LUC	AM Peak Hour			PM Peak Hour		
			Enter	Exit	Total	Enter	Exit	Total
Single Family Homes	88	210	17	49	66	55	33	88
Townhouses	114	215	17	37	54	36	28	64
Multi-Family Homes	50	220	9	29	38	26	16	42
<b>Total</b>	<b>252</b>		<b>43</b>	<b>115</b>	<b>158</b>	<b>117</b>	<b>77</b>	<b>194</b>

The proposed project will generate 158 new vehicle trips during the AM peak hour and 194 new vehicle trips during the PM peak hour. Traffic generated by the proposed project was distributed on Womer Road

based on existing travel patterns and probable travel routes of residents. Based on a review of the traffic volume data collected on Wormer Road, it is anticipated that approximately 45 percent of site generated traffic will travel to and from the north while the remaining 55 percent of site generated traffic will travel to and from the south. This distribution of traffic results in a maximum of 64 new vehicles on any one approach during the peak hours.

The magnitude of the new vehicle trips generated at the site is less than the NYSDOT and ITE threshold of 100 site generated vehicles on any one intersection approach for needing off-site intersection analysis. This guidance was developed as a tool to identify locations where the magnitude of traffic generated has the potential to impact operations at off-site intersections and screen out locations from requiring detailed analysis that do not reach the 100 vehicle threshold and are unlikely to require mitigation. The anticipated traffic volumes for re-development of the *Albany Country Club* will be below the 100-vehicle threshold indicating that additional detailed intersection analysis is not needed and that the site generated traffic will be accommodated by the existing roadway network.

#### 4.0 Conclusions

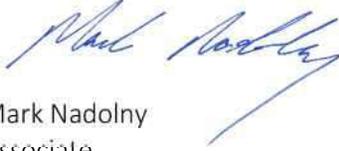
The proposed project includes the construction of a residential subdivision including 88 single-family homes, 114 townhouses, and 50 multi-family homes for a total of 252 units on both sides of Wormer Road in the Town of Guilderland. Access to the site is provided via nine unsignalized intersections located on Wormer Road between the *Albany County Club* driveway and Grant Hill Road. The following is noted regarding the proposed project:

- The proposed project will generate 158 new vehicle trips during the AM peak hour and 194 new vehicle trips during the PM peak hour. Based on a review of the traffic volume data collected on Wormer Road, it is anticipated that approximately 45 percent of site generated traffic will travel to and from the north while the remaining 55 percent of site generated traffic will travel to and from the south. This distribution of traffic results in a maximum of 64 new vehicles on any one approach during the peak hours. The magnitude of the new vehicle trips generated at the site is less than the NYSDOT and ITE threshold of 100 site generated vehicles on any one intersection approach for needing off-site intersection analysis.
- The sight distance assessment recommends the following improvements:
  - Access Road #1 – Remove trees located on the east side of the road along the property frontage.
  - Access Road #2 – Remove trees located on the west side of the road adjacent to the access road and on the east side of the road along the property frontage.
  - Access Road #3 – Remove trees located on the east side of the road along the property frontage.
  - Access Road #4 – Regrade the embankment located along the site frontage.
  - Access Road #5 – No mitigation.
  - Access Road #6 – Remove trees located on the west side of the road along the property frontage.
  - Access Road #7 – Clear vegetation and maintain sight lines along the frontage.
  - Access Road #8 – Remove trees along the frontage on the west side of the road.
  - Access Road #9 – No mitigation.

Mr. Ivan Zdrahal  
June 9, 2022  
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Please feel free to call our office if you have any questions or comments regarding the above evaluation.

Respectfully submitted,  
**Creighton Manning Engineering, LLP**



Mark Nadolny  
Associate

Attachments

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**Attachment A**  
**Site Plan**

Albany Country Club Subdivision  
Town of Guilderland, New York



**Attachment B**  
**Speed Data**

Albany Country Club Subdivision  
Town of Guilderland, New York

## MetroCount Traffic Executive Speed Statistics

### SpeedStat-185 -- English (ENU)

#### Datasets:

**Site:** [120-266] Wormer Road, approximately 1,600 feet south of Grant Hill Rd  
**Attribute:** Albany Country Club  
**Direction:** 7 - North bound A>B, South bound B>A. **Lane:** 1  
**Survey Duration:** 11:37 Tuesday, April 26, 2022 => 16:16 Monday, May 9, 2022,  
**Zone:**  
**File:** 120-266 0 2022-05-09 1615.EC1 (Plus )  
**Identifier:** FZ12WDHB MC56-L5 [MC55] (c)Microcom 19Oct04  
**Algorithm:** Factory default axle (v5.08)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

#### Profile:

**Filter time:** 15:00 Tuesday, April 26, 2022 => 14:00 Sunday, May 1, 2022 (4.95833)  
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 5 - 100 mph.  
**Direction:** AB , Lane = 0-16  
**Separation:** Headway > 0 sec, Span 0 - 300 ft  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F3)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Vehicles = 924 / 2013 (45.90%)

## Speed Statistics

### SpeedStat-185

**Site:** 120-266.1.2NS  
**Description:** Wormer Road, approximately 1,600 feet south of Grant Hill Rd  
**Filter time:** 15:00 Tuesday, April 26, 2022 => 14:00 Sunday, May 1, 2022  
**Scheme:** Vehicle classification (Scheme F3)  
**Filter:** Cls(1-13) Dir(NB) Sp(5,100) Headway(>0) Span(0 - 300) Lane(0-16)

Vehicles = 924

Posted speed limit = 30 mph, Exceeding = 840 (90.91%), Mean Exceeding = 45.98 mph

Maximum = 99.5 mph, Minimum = 9.9 mph, Mean = 44.2 mph

85% Speed = 46.44 mph, 95% Speed = 99.54 mph, Median = 37.47 mph

10 mph Pace = 32 - 42, Number in Pace = 578 (62.55%)

Variance = 458.30, Standard Deviation = 21.41 mph

### Speed Bins (Partial days)

Speed	Bin	Below	Above	Energy	vMult	n * vMult
0 - 5	0 0.000%	0 0.000%	924 100.0%	0.00	0.00	0.00
5 - 10	1 0.108%	1 0.108%	923 99.89%	0.00	0.00	0.00
10 - 15	0 0.000%	1 0.108%	923 99.89%	0.00	0.00	0.00
15 - 20	3 0.325%	4 0.433%	920 99.57%	0.00	0.00	0.00
20 - 25	17 1.840%	21 2.273%	903 97.73%	0.00	0.00	0.00
25 - 30	63 6.818%	84 9.091%	840 90.91%	0.00	0.00	0.00
30 - 35	210 22.73%	294 31.82%	630 68.18%	0.00	0.00	0.00
35 - 40	336 36.36%	630 68.18%	294 31.82%	0.00	0.00	0.00
40 - 45	147 15.91%	777 84.09%	147 15.91%	0.00	0.00	0.00
45 - 50	21 2.273%	798 86.36%	126 13.64%	0.00	0.00	0.00
50 - 55	6 0.649%	804 87.01%	120 12.99%	0.00	0.00	0.00
55 - 60	5 0.541%	809 87.55%	115 12.45%	0.00	0.00	0.00
60 - 65	1 0.108%	810 87.66%	114 12.34%	0.00	0.00	0.00
65 - 70	0 0.000%	810 87.66%	114 12.34%	0.00	0.00	0.00
70 - 75	0 0.000%	810 87.66%	114 12.34%	0.00	0.00	0.00
75 - 80	0 0.000%	810 87.66%	114 12.34%	0.00	0.00	0.00
80 - 85	0 0.000%	810 87.66%	114 12.34%	0.00	0.00	0.00
85 - 90	0 0.000%	810 87.66%	114 12.34%	0.00	0.00	0.00
90 - 95	0 0.000%	810 87.66%	114 12.34%	0.00	0.00	0.00
95 - 100	114 12.34%	924 100.0%	0 0.000%	0.00	0.00	0.00

Total Speed Rating = 0.00

Total Moving Energy (Estimated) = 0.00

### Speed limit fields (Partial days)

Limit	Below	Above
0   30 (PSL)	84 9.1%	840 90.9%

## MetroCount Traffic Executive Speed Statistics

### SpeedStat-184 -- English (ENU)

#### Datasets:

**Site:** [120-266] Wormer Road, approximately 1,600 feet south of Grant Hill Rd  
**Attribute:** Albany Country Club  
**Direction:** 7 - North bound A>B, South bound B>A. **Lane:** 1  
**Survey Duration:** 11:37 Tuesday, April 26, 2022 => 16:16 Monday, May 9, 2022,  
**Zone:**  
**File:** 120-266 0 2022-05-09 1615.EC1 (Plus )  
**Identifier:** FZ12WDHB MC56-L5 [MC55] (c)Microcom 19Oct04  
**Algorithm:** Factory default axle (v5.08)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

#### Profile:

**Filter time:** 15:00 Tuesday, April 26, 2022 => 14:00 Sunday, May 1, 2022 (4.95833)  
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 5 - 100 mph.  
**Direction:** BA , Lane = 0-16  
**Separation:** Headway > 0 sec, Span 0 - 300 ft  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F3)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Vehicles = 967 / 2013 (48.04%)

## Speed Statistics

### SpeedStat-184

**Site:** 120-266.1.2NS  
**Description:** Wormer Road, approximately 1,600 feet south of Grant Hill Rd  
**Filter time:** 15:00 Tuesday, April 26, 2022 => 14:00 Sunday, May 1, 2022  
**Scheme:** Vehicle classification (Scheme F3)  
**Filter:** Cls(1-13) Dir(SB) Sp(5,100) Headway(>0) Span(0 - 300) Lane(0-16)

Vehicles = 967

Posted speed limit = 30 mph, Exceeding = 795 (82.21%), Mean Exceeding = 37.93 mph

Maximum = 88.6 mph, Minimum = 7.0 mph, Mean = 35.7 mph

85% Speed = 40.94 mph, 95% Speed = 46.04 mph, Median = 36.01 mph

10 mph Pace = 32 - 42, Number in Pace = 614 (63.50%)

Variance = 59.52, Standard Deviation = 7.71 mph

### Speed Bins (Partial days)

Speed	Bin	Below	Above	Energy	vMult	n * vMult
0 - 5	0 0.000%	0 0.000%	967 100.0%	0.00	0.00	0.00
5 - 10	5 0.517%	5 0.517%	962 99.48%	0.00	0.00	0.00
10 - 15	3 0.310%	8 0.827%	959 99.17%	0.00	0.00	0.00
15 - 20	15 1.551%	23 2.378%	944 97.62%	0.00	0.00	0.00
20 - 25	37 3.826%	60 6.205%	907 93.80%	0.00	0.00	0.00
25 - 30	112 11.58%	172 17.79%	795 82.21%	0.00	0.00	0.00
30 - 35	246 25.44%	418 43.23%	549 56.77%	0.00	0.00	0.00
35 - 40	358 37.02%	776 80.25%	191 19.75%	0.00	0.00	0.00
40 - 45	131 13.55%	907 93.80%	60 6.205%	0.00	0.00	0.00
45 - 50	36 3.723%	943 97.52%	24 2.482%	0.00	0.00	0.00
50 - 55	9 0.931%	952 98.45%	15 1.551%	0.00	0.00	0.00
55 - 60	1 0.103%	953 98.55%	14 1.448%	0.00	0.00	0.00
60 - 65	8 0.827%	961 99.38%	6 0.620%	0.00	0.00	0.00
65 - 70	0 0.000%	961 99.38%	6 0.620%	0.00	0.00	0.00
70 - 75	1 0.103%	962 99.48%	5 0.517%	0.00	0.00	0.00
75 - 80	1 0.103%	963 99.59%	4 0.414%	0.00	0.00	0.00
80 - 85	1 0.103%	964 99.69%	3 0.310%	0.00	0.00	0.00
85 - 90	3 0.310%	967 100.0%	0 0.000%	0.00	0.00	0.00
90 - 95	0 0.000%	967 100.0%	0 0.000%	0.00	0.00	0.00
95 - 100	0 0.000%	967 100.0%	0 0.000%	0.00	0.00	0.00

Total Speed Rating = 0.00

Total Moving Energy (Estimated) = 0.00

### Speed limit fields (Partial days)

Limit	Below	Above
0   30 (PSL)	172 17.8%	795 82.2%

## MetroCount Traffic Executive Speed Statistics

### SpeedStat-191 -- English (ENU)

#### Datasets:

**Site:** [120-266] Wormer Rd, approximately 50 feet north of Albany CC Driveway  
**Attribute:** Albany Country Club  
**Direction:** 7 - North bound A>B, South bound B>A. **Lane:** 1  
**Survey Duration:** 11:40 Tuesday, April 26, 2022 => 16:13 Monday, May 9, 2022,  
**Zone:**  
**File:** 120-266 0 2022-05-09 1614.EC1 (Plus )  
**Identifier:** FJ79ENC0 MC56-L5 [MC55] (c)Microcom 19Oct04  
**Algorithm:** Factory default axle (v5.08)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

#### Profile:

**Filter time:** 15:00 Tuesday, April 26, 2022 => 9:00 Friday, May 6, 2022 (9.75)  
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 5 - 100 mph.  
**Direction:** AB , Lane = 0-16  
**Separation:** Headway > 0 sec, Span 0 - 300 ft  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F3)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Vehicles = 1961 / 3820 (51.34%)

## Speed Statistics

### SpeedStat-191

**Site:** 120-266.1.2NS  
**Description:** Wormer Rd, approximately 50 feet north of Albany CC Driveway  
**Filter time:** 15:00 Tuesday, April 26, 2022 => 9:00 Friday, May 6, 2022  
**Scheme:** Vehicle classification (Scheme F3)  
**Filter:** Cls(1-13) Dir(NB) Sp(5,100) Headway(>0) Span(0 - 300) Lane(0-16)

Vehicles = 1961

Posted speed limit = 30 mph, Exceeding = 1532 (78.12%), Mean Exceeding = 37.04 mph

Maximum = 56.3 mph, Minimum = 6.4 mph, Mean = 34.1 mph

85% Speed = 40.60 mph, 95% Speed = 43.62 mph, Median = 35.12 mph

10 mph Pace = 32 - 42, Number in Pace = 1224 (62.42%)

Variance = 53.60, Standard Deviation = 7.32 mph

### Speed Bins (Partial days)

Speed	Bin	Below	Above	Energy	vMult	n * vMult
0 - 5	0 0.000%	0 0.000%	1961 100.0%	0.00	0.00	0.00
5 - 10	19 0.969%	19 0.969%	1942 99.03%	0.00	0.00	0.00
10 - 15	51 2.601%	70 3.570%	1891 96.43%	0.00	0.00	0.00
15 - 20	45 2.295%	115 5.864%	1846 94.14%	0.00	0.00	0.00
20 - 25	68 3.468%	183 9.332%	1778 90.67%	0.00	0.00	0.00
25 - 30	246 12.54%	429 21.88%	1532 78.12%	0.00	0.00	0.00
30 - 35	538 27.43%	967 49.31%	994 50.69%	0.00	0.00	0.00
35 - 40	650 33.15%	1617 82.46%	344 17.54%	0.00	0.00	0.00
40 - 45	286 14.58%	1903 97.04%	58 2.958%	0.00	0.00	0.00
45 - 50	52 2.652%	1955 99.69%	6 0.306%	0.00	0.00	0.00
50 - 55	5 0.255%	1960 99.95%	1 0.051%	0.00	0.00	0.00
55 - 60	1 0.051%	1961 100.0%	0 0.000%	0.00	0.00	0.00
60 - 65	0 0.000%	1961 100.0%	0 0.000%	0.00	0.00	0.00
65 - 70	0 0.000%	1961 100.0%	0 0.000%	0.00	0.00	0.00
70 - 75	0 0.000%	1961 100.0%	0 0.000%	0.00	0.00	0.00
75 - 80	0 0.000%	1961 100.0%	0 0.000%	0.00	0.00	0.00
80 - 85	0 0.000%	1961 100.0%	0 0.000%	0.00	0.00	0.00
85 - 90	0 0.000%	1961 100.0%	0 0.000%	0.00	0.00	0.00
90 - 95	0 0.000%	1961 100.0%	0 0.000%	0.00	0.00	0.00
95 - 100	0 0.000%	1961 100.0%	0 0.000%	0.00	0.00	0.00

Total Speed Rating = 0.00

Total Moving Energy (Estimated) = 0.00

### Speed limit fields (Partial days)

Limit	Below	Above
0   30 (PSL)	429 21.9%	1532 78.1%

## MetroCount Traffic Executive Speed Statistics

### SpeedStat-192 -- English (ENU)

#### Datasets:

**Site:** [120-266] Wormer Rd, approximately 50 feet north of Albany CC Driveway  
**Attribute:** Albany Country Club  
**Direction:** 7 - North bound A>B, South bound B>A. **Lane:** 1  
**Survey Duration:** 11:40 Tuesday, April 26, 2022 => 16:13 Monday, May 9, 2022,  
**Zone:**  
**File:** 120-266 0 2022-05-09 1614.EC1 (Plus )  
**Identifier:** FJ79ENC0 MC56-L5 [MC55] (c)Microcom 19Oct04  
**Algorithm:** Factory default axle (v5.08)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

#### Profile:

**Filter time:** 15:00 Tuesday, April 26, 2022 => 9:00 Friday, May 6, 2022 (9.75)  
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 5 - 100 mph.  
**Direction:** BA , Lane = 0-16  
**Separation:** Headway > 0 sec, Span 0 - 300 ft  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F3)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Vehicles = 1838 / 3820 (48.12%)

## Speed Statistics

### SpeedStat-192

**Site:** 120-266.1.2NS  
**Description:** Wormer Rd, approximately 50 feet north of Albany CC Driveway  
**Filter time:** 15:00 Tuesday, April 26, 2022 => 9:00 Friday, May 6, 2022  
**Scheme:** Vehicle classification (Scheme F3)  
**Filter:** Cls(1-13) Dir(SB) Sp(5,100) Headway(>0) Span(0 - 300) Lane(0-16)

**Vehicles** = 1838

**Posted speed limit** = 30 mph, Exceeding = 1545 (84.06%), Mean Exceeding = 38.13 mph

**Maximum** = 57.9 mph, **Minimum** = 8.3 mph, **Mean** = 35.8 mph

**85% Speed** = 42.05 mph, **95% Speed** = 45.52 mph, **Median** = 36.69 mph

**10 mph Pace** = 32 - 42, **Number in Pace** = 1151 (62.62%)

**Variance** = 50.79, **Standard Deviation** = 7.13 mph

### Speed Bins (Partial days)

Speed	Bin	Below	Above	Energy	vMult	n * vMult
0 - 5	0 0.000%	0 0.000%	1838 100.0%	0.00	0.00	0.00
5 - 10	4 0.218%	4 0.218%	1834 99.78%	0.00	0.00	0.00
10 - 15	29 1.578%	33 1.795%	1805 98.20%	0.00	0.00	0.00
15 - 20	38 2.067%	71 3.863%	1767 96.14%	0.00	0.00	0.00
20 - 25	83 4.516%	154 8.379%	1684 91.62%	0.00	0.00	0.00
25 - 30	139 7.563%	293 15.94%	1545 84.06%	0.00	0.00	0.00
30 - 35	397 21.60%	690 37.54%	1148 62.46%	0.00	0.00	0.00
35 - 40	666 36.24%	1356 73.78%	482 26.22%	0.00	0.00	0.00
40 - 45	382 20.78%	1738 94.56%	100 5.441%	0.00	0.00	0.00
45 - 50	82 4.461%	1820 99.02%	18 0.979%	0.00	0.00	0.00
50 - 55	16 0.871%	1836 99.89%	2 0.109%	0.00	0.00	0.00
55 - 60	2 0.109%	1838 100.0%	0 0.000%	0.00	0.00	0.00
60 - 65	0 0.000%	1838 100.0%	0 0.000%	0.00	0.00	0.00
65 - 70	0 0.000%	1838 100.0%	0 0.000%	0.00	0.00	0.00
70 - 75	0 0.000%	1838 100.0%	0 0.000%	0.00	0.00	0.00
75 - 80	0 0.000%	1838 100.0%	0 0.000%	0.00	0.00	0.00
80 - 85	0 0.000%	1838 100.0%	0 0.000%	0.00	0.00	0.00
85 - 90	0 0.000%	1838 100.0%	0 0.000%	0.00	0.00	0.00
90 - 95	0 0.000%	1838 100.0%	0 0.000%	0.00	0.00	0.00
95 - 100	0 0.000%	1838 100.0%	0 0.000%	0.00	0.00	0.00

**Total Speed Rating** = 0.00

**Total Moving Energy (Estimated)** = 0.00

### Speed limit fields (Partial days)

Limit	Below	Above
0   30 (PSL)	293 15.9%	1545 84.1%